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Montana and the sky



Department of Transportation - Aeronautics Division

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Accident Takes Life of "Lindey" Lindemer

Lewis W. "Lindey" Lindemer, 65, of Seeley Lake died Monday, July 4, in a plane crash near Seeley Lake.

A pilot, airframe and power plant mechanic and certified flight instructor,

Lindey also founded Lindey's Prime Steak House in Arden Hills, MN, and in Seeley Lake, and Lindey's Landing West Sea Plane Base, also in Seeley Lake.

He was a past master of the Minneapolis Masonic Lodge No. 19 and Kadosh, Minneapolis Consistory of Scottish Rite Bodies, a past director of the ceremonial unit of Zuhrah Shrine Temple and R.O.J. Court No. 53.

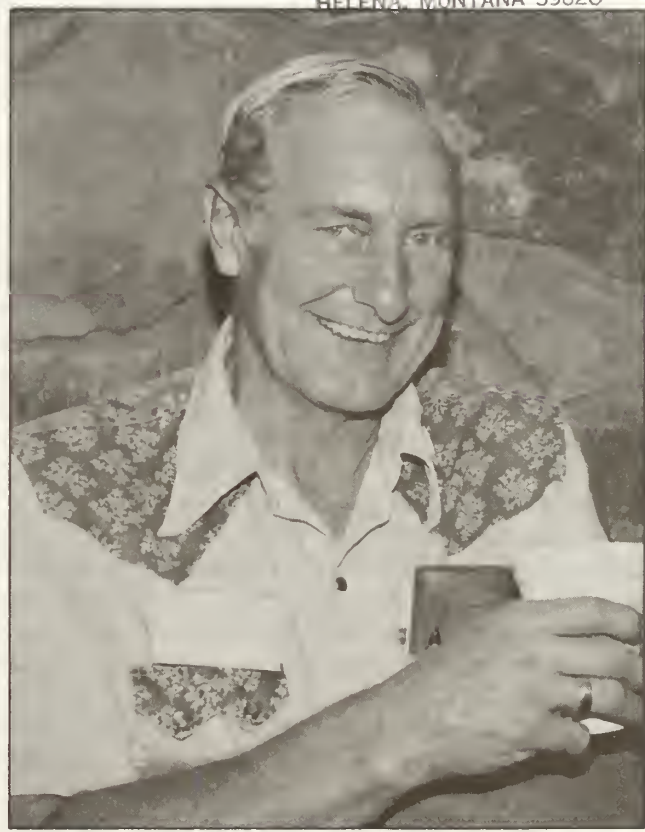
He was also president of the Montana Seaplane Pilots Association, an active member of the Montana Pilots Association, Montana Antique Airplane Association and the Quiet Birdmen, a past captain of the Ramsey County Sheriff's Air Patrol and a trustee of the Staggerwing Museum Foundation.

Survivors include his wife, Marjorie; his mother, Mary Franklin; five sons, Grant and his wife, Cindy; Michael and his wife, Jenny; and David, Steven and Mark; two

grandsons, Jesse and Nick; and a nephew, Steven Schroeder.

Funeral service and burial were conducted in Minneapolis on July 11 and a memorial service at Lindey's Landing West, Seeley Lake on July 17.

Lindey was a great friend to Montana aviation. His warm smile and kind nature will be greatly missed.



Lewis W. "Lindey" Lindemer

Administrator's Column

Farewell to Lindy: It is with great sorrow to the Montana aviation community that we must say "good-bye" to Bud "Lindy" Lindemer. Lindy went down in his beautifully restored J-3C Cub on July 4th while dropping ping-pong balls to the kids during the Seeley Lake 4th of July celebration. A few of the balls were marked and the lucky kid who found one of these won a prize. This was an annual event which Lindy started and was very popular with the children. Lindy was a very active pilot and participated in many Montana aviation events. He loved to restore and fly antique airplanes and also taught his sons to fly in these airplanes. Those of us who knew Lindy well knew him to be a fine gentleman who gained our respect not only as a pilot but as a businessman, husband, and father. On behalf of the Montana Aeronautics Board and Division and the entire aviation community, I extend our sincere condolences to Marj and her wonderful family.

Thanks to Bill and June Sheets: During the May 27-30 Benchmark Work Session the weather took a turn for the worse and we were unable to complete all of our planned work including spraying the weeds coming up through the cracks in the pavement. Bill and June Sheets returned to Benchmark about ten days later on a nice day and sprayed the weeds using their own equipment and spray. On behalf of the Aeronautics Board and Division, I would like to recognize and extend our sincere appreciation to Bill and June.

Aircraft Product Liability Bill Passes: Both the U.S. Senate and the House have passed statute of repose aircraft product liability bills. Although the bills differ somewhat it is reported that the Senate will accept the House version without the bills going into a Senate/House Conference Committee. The Senate version calls for a flat 18 year statute of repose under which manufacturers could no longer be sued for their products and the House bill calls for a three tier approach whereby: 1) 15 year limit for general aviation piston engine aircraft and parts; 2) 18 year limit for general aviation turboprop aircraft and parts; and 3) 22 year limit for general aviation jet engine aircraft and parts. In addition, the House version does not apply to law suits already pending. When a final version of these two bills is worked out the bill has one more hurdle to cross and that is to have the President sign the bill.

New ELT Rules Go Into Effect: The FAA is requiring certain annual inspections on ELT's effective June 21, 1994. The ELT must be inspected for: 1) proper installation; 2) battery corrosion; 3) operation of the controls and crash sensor; and 4) the presence of a sufficient signal radiated from the antenna. The persons performing the inspections must follow the manufacturer's instructions. The FAA has issued Action Notice A8310-1 to provide guidance on the inspections where there are no manufacturer's instructions. This new rule will not totally solve the problems with the old TSO-C91 ELT's 67% failure to activate rate in a real accident but it may help and it does not require the costly replacement with the new generation ELT. Installation of the new improved TSO-C91a ELT is optional.

IRS and EPA Change Rules on Dying Fuels: Responding to strong opposition from the aviation industry over the safety implications surrounding dying of certain diesel fuels, both the IRS and EPA have rescinded their requirements to dye certain tax exempt diesel fuels blue and instead will require that these fuels be dyed RED for all types of tax exempt diesel fuel.

Shootem' First - Ask Questions Later: The "shootem' down" mentality rises again in Washington D.C. The administration is proposing to go along with Columbia and Peru by asking Congress to amend the 1984 Aircraft Sabotage Act to waive the criminal code provisions on acts of violence against civilian aircraft. Because these two countries have vowed to shoot down aircraft suspected of drug smuggling, the U.S. has discontinued pro



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See ADMINISTRATOR

Helena FAA Flight Standards Listening Session

By: Nancy Trudell
Manager, Helena FSDO

On April 11, 1994, a congressional forum was held in Billings, Montana. I feel that the underlying theme of this meeting was the lack of an effective working relationship with the FAA. It is my intention to recognize and resolve this situation.

The Helena Flight Standards District Office is currently implementing many changes. As part of this program, I am asking you, our customers, to assist me in this endeavor. If you encounter difficulties of any kind, please call me directly. I can be reached at (406)449-5270, (800)457-9917, or at home at (406)458-5418. I guarantee that there will be no retribution of any kind.

As part of this program, I will be holding quarterly listening sessions. The first one will be on August 17, 1994, at 7:00 p.m. Please join me in the Montana Aeronautics Division conference room. I will be the only FAA person in attendance, so you may voice your concerns openly.

Flight Team Advances

The Rocky Mountain College flight team received the Collegiate Aviation Progress Award at the National Intercollegiate Flight AIRMEET '94 held at Parks College in St. Louis, MO. This is the first time the RMC flight team has competed at the national competition. Twenty-six teams participated in the AIRMEET. The award recognizes the rapid growth of the RMC aviation program and the achievement of the RMC flight team, which has participated in only four regional competitions prior to being selected to attend the national meet.

Team members include team captain Matt Miller of Billings, Denim Yarger of Circle, Clark Dyess of Ryegate, Brady Vaira of Lambert and Brad Koch of Reno, NV. They were accompanied by David Kimball, the faculty coach.

The competition consisted of flying events, such as navigation, accuracy landings, and simulator instrument flying. Also, there were aviation knowledge events, which included flight planning, aircraft identification, and preflight inspections.



Vince Bowen of Butte, was a 1993 flight scholarship recipient and recently completed 10 hours of instruction. Instructor Dave Simon said Vince really enjoyed the training, was an exceptional learner, very bright and skilled. He entered basic training with the Navy in late June. Best of luck in your new venture, Vince!

Calendar

- July 6 - 10 — Northwest EAA Fly-in, Arlington, WA
- July 8 - 10 — Family Fly-in and Safety Expo, Helena
- July 9 — Dutton Fun-day, Fly-in, EAA Young Eagle Rides, for info. call 476-3315
- July 9 - 10 — MAAA work weekend, Three Forks
- July 11 - 16 — Aviation Camp. Rocky Mountain College, Billings. Grades 7-11. Call Erik Anderson 259-5294 or John Cech 657-1040
- July 15 - 16 — Anaconda Fly-in
- July 15 - 17 — Schafer Meadows Work Session
- July 15 - 17 — Howard Fly-in, Kalispell
- July 23 - 24 — Big Sky International Airshow, Billings
- July 24 - August 6 — 15 Meter National Soaring Contest, Livingston
- July 28 - August 3 — 42nd Annual EAA Fly-in Convention, Oshkosh, WI
- July 30 - 31 — Lewis & Clark Days Airshow, Cut Bank
- July 30 - 31 — Red Deer International Airshow, Red Deer, Alberta, Canada
- August 4 - 7 — MAAA Fly-in, Three Forks
- August 6 - 7 — Stillwater Landing Splash-in, Stillwater Lake
- August 20 - 21 — Lethbridge International Air Show, Lethbridge, Alberta, Canada
- August 22 - 24 — INAC Annual Conference, Cheyenne, WY
- August 26 - 27 — Annual Barnstormers Fly-in, Columbus
- August 26 - 28 — Idaho Aviation Conference, Boise, ID
- September 3 - 5 — Yellowstone Family Fly-in, West Yellowstone
- September 16 - 18 — Mountain Search Pilot Clinic, Kalispell
- September 23 - 25 — Montana Pilot's Association Fall Fly-in, Glendive

Scholarships Awarded

The Montana Aeronautics Division recently awarded two flight scholarships to students in Jerry Hok's aviation science class at Flathead High School, Kalispell. These scholarships are for \$250 each and will be used to help defray the cost of flight instruction at a Montana FBO of the student's choice.

Thanks Jerry for continuing to offer this very worthwhile aviation program and for introducing and motivating high school students to aviation. The following letter illustrates Jerry's enthusiasm.

Congratulations to Jessica Sands and Jackson Leddy!

P.O. Box 2798
Kalispell, MT 59903
June 1, 1994
406/756-0173

Debbie Alke
Montana Aeronautics Division
P.O. Box 5178
Helena, MT 59604

Dear Debbie:

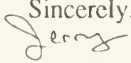
I was delighted when you offered two flight scholarships to be awarded to my choice of students. Only last Tuesday I introduced two of my aviation students at a school reception honoring the achievements of Flathead High School students, and apologized that I couldn't offer them a reward more tangible than a certificate of appreciation.

At every youth-oriented aviation program I've attended I've heard the same advice offered: If you want to fly, start now; take the initiative. Both of the students I am recommending have done exactly that. Both went out and got that first hour. Both have soloed and are flying regularly. Both have passed the private pilot written test with a substantial margin.

Jackson Leddy is now completing his sophomore year at FHS. He is a master of understatement. While other students were blustering about their introductory lesson, Jackson got his medical certificate and soloed without telling anyone. Jackson began flying in a 1949 Tripacer and is now doing solo cross-country work in a Cessna 172 through Kalispell's Eagle Aviation. His dad flies an MD-88 for Delta airlines, but Jackson admits his mother still worries just a little about his flying lessons.

Jessica Sands once commented in class, "I don't respond to peer pressure." Jessica will graduate from high school this year with the class of '94, and is very much her own woman. She made her first couple of flights in a Cessna 152 but has switched to Strand Aviation's 1946 Cessna 140 in which she recently soloed. It's no wonder that Jess is learning in a tail dragger—her dad stables a Cessna 180 at their home strip.

I am proud that the aviation community has seen fit to tell these two student pilots, "See, we meant it when we told you that just getting started was the all-important first step." I trust that for each of them, this is just the beginning.

Sincerely,

Jerome R. Hok



Jessica Sands



Jackson Leddy

Lookin' for a Great Meal?

Why not fly-in to the Yellowstone Airport for breakfast, lunch or dinner and enjoy a meal at Doris' Cantina, the West Yellowstone Airport cafe. Doris specializes in authentic Mexican cuisine plus offers her regular American favorites.

Registration Update

In accordance with Montana Codes Annotated 67-3-205, aircraft registration fees totalling \$16,863 were mailed to various Montana counties earlier this month. Total monies disbursed to the counties in 1994 was approximately \$217,000. Disbursements are made two times each year.

These monies reflect 90% of the total aircraft registration fees collected. The Aeronautics Division retains the remaining 10% of the fee.

To date the Division has registered 2,784 aircraft.

The aircraft registration fee is based on a prorated structure. If you have an aircraft to register, please contact the Aeronautics Division for the correct formula for computing the registration fee.

Currently, the Division has registered 2,124 Montana pilots for 1994. April 1 of each year is the deadline for pilot registration. We are continuously registering new pilots as we receive notification from the FAA advising us of ratings that have been issued or renewed.

The annual pilot registration fee is \$10. Included in that fee is a subscription to this newsletter.

ADMINISTRATOR, from page 2

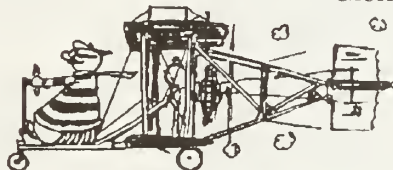
viding radar flight tracking information to them because U.S. persons providing such information could be in violation of U.S. law and subject to the death penalty for aiding and abetting a shootdown. There is strong opposition to the Administration's proposal from the general aviation organizations including the Aircraft Owners & Pilots Association, National Business Aircraft Association, and the Flight Safety Foundation. They feel that the potential for error resulting in the loss of innocent lives is too great and also that this would violate international agreements with ICAO which prohibit nations from using weapons against civil aircraft in flight. In 1980, the U.S. Senate rejected a proposal to

"shoot down" drug smuggling aircraft in U.S. airspace because it would undermine international agreements that protect the safety of civil flights. Having flown in Central and South America and Mexico many times, I strongly agree with the opposition to this proposal. The tracking and forwarding of flight plans between and within these countries is extremely poor or nonexistent.

I have never had a flight plan forwarded to the U.S. upon my return, and I shudder to think that I could be shot down because there is no advanced record of my arrival. While I am strongly opposed to drug smuggling, I feel that there has to be better ways to combat it than to "shoot down" suspected drug smuggling aircraft.

ANNUAL MPA FALL FLY-IN SEPTEMBER 23-24-25TH 1994 Glendive Airport

Glendive, MT



FOLLOW ME TO THE
FUN!

Friday:

Registration, Bonfire,
Dancing to the **Mellowtones**
(Big Band Sounds)

Saturday:

Morning - Continental Breakfast
Seminars, Tours
Noon - No Host Lunch (Burgers,
Hot Dogs, Chili, Chips, Soft
Drinks)
Montana Pilots Association
Cutly. Board Meeting 2 to 5 pm
Evening: Steak Fry
**Hangar Dance - The Looker
Band**
(50s - 60s and Country Music)

Sunday:

7 - 10 am - Fly-Away Breakfast
9 - 10 am Branden Family
Singers
10 am Non Denominational
Church Service

**Single \$20 / Couple \$30 /
Family \$40**

To Register, write:
Glendive Hangar, MPA
202 5th Street
Glendive, MT 59330

(406) 687-3372 or 365-5815

Stillwater Lake Fly-in

Come to the first annual Stillwater Landing Splash-in on the lower Stillwater Lake, August 6 - 7, 1994. The lake is located on Highway 93 North 12 miles west of Whitefish. There will be plenty of camping sites and a pot-luck BBQ Saturday.

Come by plane — floats, amfib's or wheels, car, boat or bicycle! There are a few docks plus 2,000' of lakeshore. Fuel will be available Saturday afternoon courtesy of Eagle Aviation. Wheel planes can use Whitefish (grass, no services, but Hertz Rental is within walking distance), Glacier Park International or Kalispell City.

For information-RSVP contact Bill Montgomery at (206) 784-9390 until August 1st then call Bill at (406) 862-7740.

Cadet Program Rated Top Five in Nation

Civil Air Patrol is a voluntary and civilian auxiliary of the United States Air Force which manages a cadet program similar to Air Force Junior ROTC programs found in many high schools across the nation. Each year Civil Air Patrol-National HQ at Maxwell Air Force Base in Alabama selects the five Civil Air Patrol squadrons with the most outstanding cadet programs from among the nearly 1,400 squadron cadet programs nationwide. The best of the five squadrons is designated as the "Squadron on Distinction" and the four runners up are designated as a "Squadron of Merit".

Included among the 1993 Squadrons of Merit is Beartooth Composite Squadron, which operates a Civil Air Patrol cadet program within the Yellowstone County area of Montana. During the last 2 and a half years the cadet program at Beartooth Composite Squadron has grown to become the largest and most active cadet program in Montana with many achievements to its credit. Such as two cadets from Beartooth Composite Squadron being accepted to the Air Force Academy Preparatory School and one receiving a full appointment to the Air Force Academy over the last two years. And three-fourths of the squadron's cadets have attended Civil Air Patrol cadet training encampments either at the Air Force Academy or at Malmstrom AFB in Great Falls since the summer of 1993.

Cadets who are 14 years of age or older are trained in emergency services support roles. Cadets who earn the General Billy Mitchell Award, or higher, receive credit for completing the equivalent of two years of Air Force Junior ROTC if they choose to enlist in the United States Air Force after high school.

Colonel Robert Meadors (Montana Wing Commander) on behalf of Brigadier General Richard Anderson (National Commander) presented Captain Kent Abendroth and Captain Steven Heffel with the Squadron of Merit certificate for Beartooth Composite Squadron at the 1994 Montana Wing State Conference held in Havre on May 21-22. All of the cadets attached to Beartooth Composite Squadron now wear the Unit Citation Award Ribbon on their uniforms and are proud to do so.

Any boy or girl who is 13 years of age, or who has completed the sixth grade, can join the Civil Air Patrol cadet program. To find out if there is a Civil Air Patrol squadron in your area, or if you are interested in starting a squadron in your area, write to Montana Wing-Civil Air Patrol, ATTN: Wing Commander, P.O. Box 1887, Great Falls, MT 59403.



The cadet staff of the 1993 Squadron of Merit, Beartooth Composite Squadron. Pictured from L to R are: Cadet Flight Officer Hillary Iliers, Cadet 2Lt Paul Tostenrud, Cadet 2Lt Zarek Pilakowski, Cadet Major Nichole Pilakowski, Cadet 2Lt Steven Walser, and Cadet Master Sergeant Steven Preston. Cadet MSgt Preston will be attending the US Air Force Academy in Colorado Springs this year.

FAA Seeks to Augment GPS

(Printed in The Weekly of Business Aviation which is published by McGraw Hill)

The Federal Aviation Administration last week requested proposals to develop the Wide Area Augmentation System (WAAS), a network of ground stations and communication systems that FAA hopes will enhance and ensure the integrity of Global Positioning System (GPS) signals for aircraft navigation nationwide. WAAS would cost \$400 million to \$500 million and be operational in mid-to-late 1997. The system will provide coverage for en route navigation and precision approaches at or near Category 1. FAA plans this fiscal year to award a contract for the feasibility study for Cat II/III approaches, and a determination on the feasibility of GPS-augmented systems for Cat II/III is expected in fiscal 1995.

The basic purpose of WAAS is to ensure accuracy, integrity and availability of the signal from the 24 GPS satellites to aircraft operators without having to rely on local stations at airports to provide the augmentation. While a number of specifics are to be determined, there are several necessary elements to the WAAS concept: geographically dispersed monitor stations to collect GPS data; central processing sites to determine signal integrity; communications satellite uplink sites, and geostationary satellites for broadcast of navigation and integrity messages. In essence, the new communication satellites will act as additional GPS satellites. A pre-proposal conference on the RFP is scheduled for 9 a.m. June 22 in the Jefferson Memorial Auditorium at the Department of Agriculture. FAA plans to award a WAAS contract within 39 weeks.

FAA noted that in the five months since FAA declared GPS available for civil use, the agency has completed everything from technical specifications to formal approvals, which FAA said usually takes 15 to 18 months. Hinson was asked why an air traffic control corporation is needed if FAA can act that quickly. "Because we devoted an extraordinary amount of internal energy, manpower and effort to move this satellite circumstance as quickly as possible. It is not an effort that we could sustain as a normal way of doing business. We just can't."

Sixth Annual Benchmark Work Session



The Benchmark Airfield located in the mountains about 30 miles west of Augusta received annual maintenance May 28 - 29. The Montana Chapter of the Ninety-Nines airmarked the airfield which boasts paved tiedown areas and a paved runway (6,000' x 100').



What's for breakfast Lanny? Hearty appetites get taken care of before the work begins.



In spite of the sometimes "cool" weather these folks bundled up and found shelter. The Benchmark Airfield was constructed in 1966 through a joint venture between the Montana Aeronautics Commission, the United States Forest Service (USFS), and the FAA.



As part of the annual maintenance the windsock gets replaced.



Loren Smith, Great Falls, prepared a delicious roasted pork dinner with all the trimmings that was enjoyed by all.

FAA Issues Certificates

Private

Rob Clemow	Wisdom
Edwin Fillbach	Bozeman
Laurie Gall	Kalispell
Merlin Hickman	Bozeman
Edward Kelly	Anaconda
Donald Loyd	Billings
Brandon Retz	Whitefish
Barry Ultican	Kalispell

Instrument

David Standish	Billings
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Multi-engine

Donlin Stellflug	Opheim
------------------	--------

Seaplane

Monte Baer	Ronan
------------	-------

ATP

Ed Lovrien	Missoula
------------	----------

CFI

Jonathan Meekr	Billings
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CFI Renew

Stephen Bakke	Kalispell
Trene Brousseau	Whitefish
Damon Lander	Billings
James Lowe	Great Falls
Steven Mahoney	Helena
John Poling	Billings
Gwendolyn Priewe	Billings
Willard Rimby	Lewistown
Williams Salvaggio	Great Falls

CFT Renew

Rick Trebas	Great Falls
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